

## Important - Public Consultation

This is your opportunity to comment on the Council's plans

This is a postal and on-line consultation

# Pedestrian Crossing, Bus Reliability and Pavement Improvements on Gray's Inn Road

**26<sup>th</sup> November 2015**

The Council has developed proposals for improving pedestrian safety on Gray's Inn Road. This includes improving existing crossing facilities and providing dedicated crossing facilities at locations currently used by pedestrians to cross the road. There are also a number of changes proposed along Gray's Inn Road to improve bus reliability and pedestrian movement along this north/ south transport corridor.

This leaflet sets out these proposals, and as a local resident, business or group, this is your opportunity to let us know what you think.

### The Vision

The improvements described in this consultation document are being proposed as part of a larger vision for the King's Cross - Farringdon Area and will contribute towards meeting the following objectives:

- Improved streets for walking & cycling
- Clearer and easier access to move through the area on foot, cycle or public transport
- Safe, attractive and less cluttered streets
- A better place to live, work and do business

### The Existing Situation

Traffic Collision (accident) data for Gray's Inn Road has highlighted a number of collisions involving pedestrians at several of the existing pedestrian crossings and pedestrian islands along the road. Furthermore, the number of pedestrians within the King's Cross-Farringdon Area, is expected to rise with the construction of a new Crossrail station at Farringdon Station. The station is projected to have a travel demand of 41 million passengers per year or on average 153,000 passengers per day by 2026. This represents a 150% increase in the current passenger figures for the station and is therefore likely to increase the number of pedestrians moving through the area surrounding the station, including Gray's Inn Road.

Cycle parking is in heavy demand at certain points along Gray's Inn Road, such as at Coley Street. A number of Central London Cycle Grid schemes have been identified to be implemented in the vicinity of Gray's Inn Road. This will allow us to improve provision for cyclists along this important corridor and the benefits will likely result in more demand for cycle parking.

A number of factors along Gray's Inn Road are currently contributing towards delays to bus journey times. In particular, waiting and loading on single yellow lines (SYL) adjacent to bus stops makes it difficult for buses to enter and/or exit bus stops, making journeys longer for bus passengers. As part of TfL's Roads Modernisation Plan, Gray's Inn Road has been identified for bus reliability improvements. These improvements are being consulted on by LB Camden following discussions with TfL to improve bus journey times, reliability and safety of road users at junctions along Gray's Inn Road.

## What is being proposed?

Changes proposed are explained in detail below and their locations are highlighted in **Appendix 1: PROPOSED LAYOUT PLAN**, included in this leaflet. For an example of the layout proposed for the zebra crossings, see **Appendix 2: EXAMPLE OF A ZEBRA CROSSING LAYOUT**.

## Pedestrian Crossings

To address the traffic collisions and predicted increase in pedestrian numbers, the Council is proposing to narrow the road and raise it to pavement level at all existing zebra crossings and pedestrian islands along Grays Inn Road. Several new zebra crossings are also proposed where pedestrian demand is known and there are safety concerns. Where cycle parking is currently provided on the pavement, we are proposing to move these to the areas which have been widened as this will help keep the pavements clear of street furniture.

In order to facilitate the provision of the safer crossing points, a number of other changes are required. Details of these are described in this leaflet and shown on the plan in Appendix 1 and Appendix 2.

## Bus Reliability Improvements

Double yellow lines (DYL) with no loading at any time restrictions are being proposed at the approach and exit of all bus stops on Gray's Inn Road [except those on the Transport for London Road Network (TLRN)]. A number of additional locations have also been identified for DYL with no loading at any time restrictions. All of these changes are being proposed to improve bus journey times. Details of these changes are described in this leaflet and shown in Appendix 1

## Junction, Cycle Parking and Pavement Improvements

At all junctions with Gray's Inn Road, we are proposing to convert 10 metres of single yellow line (SYL) to double yellow line (DYL) with no loading at any time restrictions. We are also proposing to widen a portion of the pavement along the eastern side of Gray's Inn Road between junctions with Ampton Street and Calthorpe Street.

## Proposals for Gray's Inn Road

1. The changes proposed between junctions with Harrison Street and Heathcote Street are detailed below:
  - At the bus stop located on the western side between Harrison Street and Sidmouth Street, provide double yellow line with no loading at any time restriction on both sides of the bus stop (21m north and 25m south of the bus stop).
  - On the western side of Gray's Inn Road, between Sidmouth Street and Heathcote Street, O convert the SYL to DYL with no loading at any time restrictions.
  - Outside the Calthorpe Project Centre junction with Ampton Street, implement 30m (6 car spaces) of DYL with no loading at any time restrictions.
2. The proposed changes between junctions with Heathcote Street and Wren Street are detailed below:
  - Relocate the bus stop located on the eastern side between Ampton Street and Wren Street further south to outside the Eastman Dental Hospital where a zebra crossing is currently in place. This existing zebra crossing will be relocated to where the bus stop is currently located.
  - The relocated bus stop will be extended by 5m to accommodate two buses. 15m of DYL with no loading at any time restrictions will be implemented south of the bus stop. North of

the bus stop, the existing 'ambulance keep clear' markings outside the dental hospital will be replaced with 25m of DYL.

- On Gray's Inn Road, opposite the relocated bus stop 30m (6 car spaces) of DYL with no loading at any time restrictions will be implemented.
- At the bus stop on the western side between Heathcote Street and Guilford Street, DYL with no loading at any time restrictions will be implemented 8m north and 43m south of the bus stop.
- The existing pedestrian island opposite St Andrew's Gardens will be converted to a new zebra crossing. The existing 'keep clear' markings on the western side of the pedestrian island will be replaced with zebra crossing keep clear zigzag markings. Just north of the new zebra crossing 25m (5 car spaces) of DYL with no loading at any time restrictions will be implemented.
- On Wren Street at the junction with Gray's Inn Road, 4m of SYL and 4m of pay and display parking will be converted to carriageway cycle parking.

### 3. The proposed changes between junctions with Wren Street and Roger Street :

- The bus stop on the eastern side between Wren Street and Calthorpe Street will be extended north by 6m to accommodate two buses. In addition, 8m of DYL with no loading at any time restrictions will be implemented south and 18m north of the bus stop.
- On the eastern side between Calthorpe Street and Coley Street implement 45m (9 car spaces) DYL with no loading at any time restrictions.
- The existing bus stop on the eastern side between Guilford Street and Roger Street will be extended by 6m south in order to accommodate two buses. In addition, implement 5m of DYL with no loading at any time restrictions north and 24m south of the bus stop.
- Outside the ITN Building on Gray's Inn Road, the existing pedestrian island will be converted to a new zebra crossing.

#### Brownlow Mews:

- Outside 21a Brownlow Mews 5m of SYL will be converted to carriageway cycle parking.

#### Coley Street:

- Convert 20m of pay and display parking to carriageway cycle parking (4 car spaces) on the eastern side of Coley Street near junction with Gough Street.
- Convert 5.5m of pay and display parking to carriageway cycle parking (1 car space) on the western side of Coley Street near junction with Gray's Inn Road.

### 4. The proposed changes between junctions with Roger Street and Theobald's Road are detailed below:

- On the eastern side relocate the zebra crossing south of the junction with Elm Street 15m south of its existing location.
- Relocate the existing bus stop on the eastern side between Elm Street and Mount Pleasant 31m north. Implement 25m of SYL north of the relocated bus stop where the bus stop is currently located. Implement 11m of DYL with no loading at any time restrictions south of the relocated bus stop.
- Relocate the bus stop on the western side between Northington Street and Theobald's Road 18m south to outside 43 – 49 Gray's Inn Road. Outside 51 - 57 Gray's Inn Road implement 28m of DYL with no loading at any time restrictions north of the bus stop.

5. The proposed changes between junctions with Theobald's Road and Baldwin's Gardens are detailed below:

- Implement 37m of DYL with no loading at any time restrictions south of the bus stop outside the Verulam Buildings on Gray's Inn Road.
- Between Clerkenwell Road and Portpool Lane install 29m of DYL with no loading at any time restrictions will be implemented north of the bus stop. In addition, the bus stop will be extended by 5m, with 2.5m north and 2.5m south of the bus stop in order to accommodate two buses.
- Relocate the existing 2 car club spaces located close to the junction with Gray's Inn Road on Portpool Lane to outside 47 – 61 Portpool Lane.
- At the zebra crossing outside the entrance to Gray's Inn Gardens the pavement will be built out on both sides of the road and the carriageway raised to pavement level.

6. The proposed changes between junctions with Baldwin's Gardens and High Holborn are detailed below:

- The bus stop opposite 24 - 32 Gray's Inn Road will be removed and replaced with 27m of DYL with no loading at any time restriction south and 22m north of the bus stop.

**Overall, there is no reduction in resident parking or motorcycle parking bays. However, there is a reduction of 5 pay and display parking spaces, where loading is restricted due to the proposed DYL with no loading at any timer restriction. We have provided sufficient lengths of SYL for loading purposes.**

## **This is your opportunity to comment**

We need your views as this consultation exercise is intended to find out if there is broad public support for the proposals set out in this leaflet. If approved, the changes will be paid from money secured from TfL.

Please complete the questionnaire provided and send your comments by the **8<sup>th</sup> January 2016 to: London Borough of Camden, Culture and Environment Directorate, Transport Strategy Service, FREEPOST RSLT – RJBR – TXAA, Argyle Street, London, WC1H 8EQ.** Please note no stamp is required and only **ONE** reply per household, business or organisation will be accepted. **You must give your postal address if you want us to consider your views.** Alternatively, you can send your response by email to [peter.ashley@camden.gov.uk](mailto:peter.ashley@camden.gov.uk). You can also respond online via the Camden website.

While it will not be possible to reply to you individually, all comments will be taken into account. The Assistant Director for Environment and Transport will make a decision on whether or not to proceed with the scheme in January/February 2016.

Under the Local Government (Access to Information) Act 1985, we may not treat your questionnaire or letter confidentially, as it will be available for public inspection. Please only write to us about the consultation issue. If you want to comment on any other matter, please use a separate letter.

For further information please contact the following:

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**Thank you for replying to this consultation**